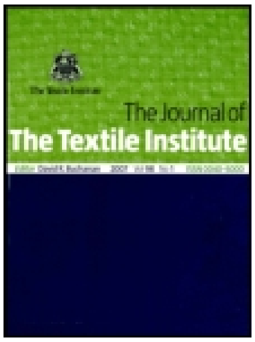

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TEXTILE MILL DRIVING JOINT COMMITTEE

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the wool fibre—subtleties which involve most interesting principles in physical chemistry—are not even hinted at. On the other hand, the physical structure of the wool fibre is dealt with on very much better lines than is the case in most other text books. Wool sorting also receives much better treatment than that accorded in many text books of renown. Wool washing and drying are efficiently dealt with, but there is here rather a curious mix up of new machines, which have not yet proved their worth, and of old machines which have proved worthless. Our strongest criticism on this part of the book is that a description of the machines is considered more important than a clear statement of the fundamental principles involved. A useful comparison is made in dealing with woollen and worsted yarns, but the subject of drafting is hardly dealt with in an inspiring manner.

Our criticism on the whole is that the book is informative rather than inspiring; that it represents the last word of the old school rather than the first word of the new school, which is now growing up. We cannot but think, however, that Professor Bradbury has done well to conserve the very useful information he found in Mr. Buckley's notes, and we can recommend the work to those who wish to obtain a sound knowledge of the industry. A. F. B.

TEXTILE MILL DRIVING JOINT COMMITTEE.

This is a committee formed jointly of members of the Textile Institute and members of the Institution of Electrical Engineers—fourteen members from each body. The object is to make an investigation into the various forms of textile mill driving. Mr. Thomas Roberts, cotton manufacturer, of Darwen; Mr. S. L. Pearce, City Electrical Engineer of Manchester; and Mr. Geo. Moores, Secretary of the Textile Institute, have been appointed to the respective offices of chairman, vice-chairman, and secretary.

The following gentlemen compose the Committee:—

TEXTILE INSTITUTE.

J. R. Denison (Denison, Preusner & Co.)	Bradford.
B. Palin Dobson (Dobson & Barlow Ltd.)	Bolton.
E. B. Fry (textile expert)	Shipley.
Oscar S. Hall (Robert Hall & Sons (Bury) Ltd.)	Bury.
Frederick Leeves (Platt Bros. & Co. Ltd.)	Oldham.
Frederick Lye (John Bright & Bros. Ltd.)	Rochdale.
Frank Nasmith (Nasmith & Barraclough)	Manchester.
W. J. Orr (Orr & Sons Ltd.)	Castleton.
E. Reuss (Ernest Grether & Co.)	Manchester.
T. Roberts (Whipp Bros. & Co.)	Darwen.
T. Fletcher Robinson (silk yarn merchant)	Manchester.
George B. Storie (consulting engineer)	Rochdale.
F. W. Whittaker (Whittaker & Pendlebury)	Bradford.
T. Roland Wollaston (consulting engineer)	Manchester.

INSTITUTION OF ELECTRICAL ENGINEERS.

W. Cramp (Henry Simon Ltd.)	Manchester.
H. Dickinson (City Electrical Engineer)	Leeds.
A. B. Mountain (Borough Electrical Engineer)	Huddersfield.
R. K. Morcom (Bellis & Morcom)	Birmingham.
S. L. Pearce (City Electrical Engineer)	Manchester.
W. M. Rogerson (Borough Electrical Engineer)	Halifax.
T. Roles (City Electrical Engineer)	Bradford.
S. D. Schofield (Borough Electrical Engineer)	Shipley.
Prof. Schwartz (School of Technology)	Manchester.
J. F. C. Snell (Preece, Cardew & Snell)	London.
C. D. Taite (Lancashire Electric Power Co.)	Manchester.
S. J. Watson (Borough Electrical Engineer)	Bury.
W. B. Woodhouse (Yorkshire Electric Power Co.)	Thornhill.
H. Wilson (Miller, Wilson & Co.)	Liverpool.

The problem of ascertaining the relative merits of the various forms of driving textile machinery is one of great interest to all engaged in the textile industry, and attempts have previously been made to deal with it in a more or less informal manner by sectional interests, but unfortunately without success. With the establishment of a Textile Institute which covers the whole of the branches constituting the textile industry, and by the co-operation of this Institute with that of the Institution of Electrical Engineers, it is hoped to form an authoritative body which can make a reliable and complete investigation of the subject, and which will, undeterred by either prejudice or favour of any particular method of driving, issue a fair and judicial report of practical value, based on the information gathered in course of the investigation.

From the Press and other sources one gets the impression that electrical driving is making greater progress outside the United Kingdom than it is inside. If that is so, we want to know if there is any justification for it, and, if justified abroad, whether there is any special reason for our not adopting it more quickly at home. Due consideration will also be given to the relative merits of reciprocating steam engines, steam turbines, and boilers on the one hand, and oil and gas engines and gas producer plants on the other.

The Committee now formed hopes, by an exhaustive enquiry, coupled with experiments and tests, not only to make clear the relative merits of the respective motive powers, but also to demonstrate the relative merits of the various methods of distributing power, whether by gear and shafting, belting, rope driving, chain gear, or electrically.

It is also considered desirable to fully investigate the relative cost of power in relation to the output of material for different motive powers employed.

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